













## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Telegraphic Address: Press, Code: A.B.C. 514. B.L. 11th.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**WANTED.**

**IMMEDIATELY** by Hongkong Company, Smart Chinese SALESMAN for Foochow. One with knowledge of Foochow dialect preferred.

Apply to— "SALESMAN" Care of "Daily Press" Office, Hongkong, 24th August, 1907. 1391

**H. PRICE & CO., LIMITED.**

**NOTICE IS HEREBY GIVEN** that the STATUTORY MEETING of Shareholders of this Company will be held in the Office of the Company, 12, Queen's Road Central on WEDNESDAY, the 4th September 1907, at 3 p.m.

By Order of the Board of Directors, Dated this 24th day of August, 1907.

A. E. ROBINSON, Manager.

## IN THE SUPREME COURT OF HONGKONG.

**ORIGINAL JURISDICTION.**

Action No. 172 of 1907.

Between, LOO KOON TING and HU SHUN CHUEN, the Liquidators of the Tai Tak Exchange Loan and Godown Company Limited, (in Liquidation) Plaintiffs

and

HO YUI SANG Defendant

To the above named Defendant HO YUI SANG.

**TAKE NOTICE** that this action was on the 11th day of July, 1907, commenced against you, and that the Plaintiffs by their Writ of Summons claim as Liquidators of the Tai Tak Exchange Loan and Godown Company Limited, (in Liquidation) \$1,000 being the balance due for money lent by the said Tai Tak Exchange Loan and Godown Company Limited to you and the sum of \$533.34 being the balance of the interest due up to the 26th June, 1907, at the rate of 10 per cent per annum and further interest on the said sum of \$1,000 at the rate of 10 per cent per annum from the 26th June, 1907, until payment and also costs of this action.

PARTICULARS:		
1905	To cash advanced	\$3,000.00
25th March	Interest thereon—up to 25th June 1907—27 months and 26 days (Chinese) at 10 per cent per annum	\$696.67
1906	By cash on account of principal	\$2,000.00
27th Nov.	By interest thereon—up to 25th June 1907—9 months and 24 days (Chinese) at 10 per cent per annum	\$163.33
	<b>\$533.34</b>	
	Balance of principal	\$1,000.00
	Balance of interest	\$ 533.34
	<b>Total balance due</b>	<b>\$1,533.34</b>

**AND TAKE NOTICE** that the Court has by order dated the 9th August, 1907, Authorised Service of the said Writ of Summons on you by delivery of a copy of the said Writ of Summons together with a copy of the said order to some adult inmate at the Comptroller Department of the Hongkong, Canton and Macao Steamboat Company Ltd. of Hotel Mansions, Victoria, Hongkong, the usual or last known place of abode or business of you within this Colony, also by posting up at the Court House door in this Colony a copy of the said Writ of Summons together with a copy of this Notice and also by insertion of this Notice in the HONGKONG DAILY PRESS Newspaper and one Chinese Newspaper in circulation in this Colony and further take Notice that you are required within 8 days after the completion of such service in manner aforesaid inclusive of the day of such completion to cause an appearance to be entered for you at the Registry of the Supreme Court, Victoria, Hongkong, and that in default of your so doing the Plaintiffs may proceed with this action and Judgment may be given in your absence.

Dated this 23rd day of August, 1907.

**LS.** Sd J. W. LEE-JONES, Deputy Registrar.

Messrs Brindley & Hatt, Solicitors for the above-named Plaintiffs.

No. 39, 41 and 43 Des Voeux Road Central Hong Kong. 1386

## ALTERATION

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

For SWATOW AMOY AND FOCHOW.

**THE Company's Steamship.**

**"HAI TAN."**

Captain J. S. Roach, will be despatched for the above Ports TO DAY, the 24th inst., at 4 p.m.

For Freight or Passage apply to **DOUGLAS LAFFRAIK & Co.,** General Managers.

Hongkong, 23rd August, 1907. 1392

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

For SWATOW.

**THE Company's Steamship.**

**"HAI TAN."**

Captain A. J. Robson, will be despatched for the above Ports TO DAY, the 24th inst., at 10 a.m.

For Freight or Passage, apply to **DOUGLAS LAFFRAIK & Co.,** General Managers.

Hongkong, 24th August, 1907. 1393

## NEW ADVERTISEMENTS

## PUBLIC AUCTION

**THE Undersigned** have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On MONDAY,

the 26th August, 1907, at 11 a.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

**SUNDRY HOUSEHOLD FURNITURE**

Comprising—

DOUBLE and SINGLE IRON BEDSTEADS and MATTRESSES.

TEAKWOOD WARDROBES with Bevelled Glass, OVERMANTELS with Bevelled Glass, MARBLE-TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with Bevelled Glass, TAPESTRY COVERED DRAWING ROOM SUIT, GLASS, CROCKERY and E.P. WARE, CARPET COOKING STOVE and UTENSILS; &c., &c., &c.

Also,

One COTTAGE PIANO by Collard and Collard, London.

Terms—As Usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 24th August, 1907. 1399

**PUBLIC AUCTION.**

**THE Undersigned** have received instructions from H.M.'s NAVAL STORE OFFICER, to sell by Public Auction,

On THURSDAY,

the 12th September, 1907, at 11 a.m., at the Naval Yard,

**THE FOLLOWING:**

Single Screw Steam "SOLANT,"

Length over all 100 feet.

Breadth 17½ feet.

Load Displacement 150 tons.

Built by Cox & Co., Falmouth, 1885.

Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam training engines.

3 bladed gun-metal propeller, &c., &c.

This vessel is as she now lies in the Naval Yard.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 24th August, 1907. 1397

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship**

**"NAMSANG"**

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Charge impeding the discharge or remaining on board after 4 p.m., the 24th August, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co., Ltd.,** General Managers.

Hongkong, 23rd August, 1907. 18

**THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT**

is now ready and contains—

Epitome of the Week's News.

Leading Articles.

Tototal Teachings.

The Chinese Throne.

"Squeeze" Universal.

A Pleasing Parallel.

Hongkong Murders.

Shanghai Police.

Hongkong Sanitary Board.

Supreme Court.

Fire of the Naval Yard.

A Requisition Application.

Macao.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum payable in advance; postage \$2.

Hongkong, 24th August, 1907.

Hongkong, 24th August, 1907.

**WANTED.**

**YOUNG ENGLISHMAN** with Knowledge of Bookkeeping and some Mercantile experience.—Apply

"OFFICE," Care of "Daily Press" Office.

Hongkong, 23rd August, 1907. 1386

**NOTICE.**

**THE Undersigned**, having Tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAO, ROZARIO & CO.

Hongkong, 22nd August, 1907. 1379

**BANCO NACIONAL ULTRAMARINO.**

**THE Agency** of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to MESSRS. AERATOON V. APCAR & CO., in the place and stead of Messrs. ROZARIO & CO.

Dated the 21st August, 1907.

O. G. de Champeaux, Agent.

Do BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES.

**NOTICE.**

**BILLS** for all Monies due by me should be presented to me on or before the 15th September, 1907, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

**J. W. OSBORNE,** Agent.

Hongkong, 15th July, 1907. 1381

## INTIMATIONS

**TRANSLATED NOVELS** (some illustrated), Actresses' Photos, catalogue free, or with sample 2d. (letter postage).—A. DE SAILLE, 20, Rue de la Michodiere, Paris. 1264

## HONGKONG JOCKEY CLUB.

**THE LIST FOR SUBSCRIPTION**

GRIFPINS (China Ponies) for the Next RACE MEETING, will CLOSE TO DAY (SATURDAY), 24th instant. Members wishing to Subscribe, who have not already sent in their names, please apply to the Undersigned from whom particulars can be obtained.

H. P. WHITE, Acting Clerk of the Course.

Hongkong, 22nd August, 1907. 1380

## COLONIAL SECRETARY'S DEPT.

**IT IS HEREBY NOTIFIED** that information has been received from the Military Authorities that—MUSKERY FIELD PRACTICES will be carried out Daily from MONDAY, the 26th instant, until FRIDAY, the 30th inst., inclusive, commencing at 7.30 a.m. and finishing at NOON, from the South-West slope of Victoria Peak below Mountain Lodge in a Westerly direction towards the East slope of High West.

F. H. MAY, Colonial Secretary.

Hongkong, 21st August, 1907. 1387

## FRENCH CLASS FOR LADIES.

**COMMENCING** in September (afternoons). Further information on application to—

Care of "Daily Press" Office, Hongkong, 12th August, 1907. 1330

## FRENCH LESSONS.

**FRENCH TAUGHT** entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R., Care of "Daily Press" Office, Hongkong, 13th November, 1906. 1343

**DO YOU WANT TO LEARN SHORTHAND?**

**PITMANIC**—(GRAHAM and MUMSON—Contractors).

**HORATIO C. POLLOCK & Co.** Reporter.

**OPENS A NIGHT SCHOOL** On September 1st.

Apply **CONNAUGHT HOTEL.**

Hongkong, 20th August, 1907. 1371

## WEIHWAIWAI SCHOOL.

**A NEW ENGLISH SCHOOL** in a British Colony favoured with a "Magnificent Climate." Preparation by experienced and qualified teachers for Entrance to School in England, or for commercial life in the East. New School House by the sea. Recreations: Sea Bathing, Bating, Cricket, Football, etc.

**HERBERT L. BEEK, L.C.P.,** Head Master.

**OWEN LLOYD JONES,** Assistant Master.

(Undergraduate, London and Oxford)

Hongkong, 23rd August, 1907. 1388

## NOTICE TO PASSENGERS.

**PENINSULAR & ORIENTAL S. N. CO.**

The Directors of the P. & O. S. N. Co., London, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order, E. A. HEWETT, Superintendent.

P. & O. S. N. Co., Hongkong, 17th August, 1907. 1361

## NOTICE.

**THE NORDDEUTSCHER LLOYD.** Bremen, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

**NORDDEUTSCHER LLOYD, MELOERS & CO.,** General Agents for Hongkong & China.

Hongkong, 17th August, 1907. 1362

## NOTICE TO PASSENGERS.

**MESSAGERIES MARITIMES.**

The Directors of the MESSAGERIES MARITIMES, Paris, beg to intimate that, for sailings on and after this date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order, G. DE CHAMPEAUX, Agent.

Hongkong, 17th August, 1907. 1363

## NOTICE TO MARINERS.

No. 305 (Special).

CHINA SEA.

**SHANGHAI DISTRICT.**

ENTRANCE TO THE WHANGPO RIVER.

WOOSUNG SPIT GAS-LIGHTED BUOY, ESTABLISHMENT OF.

**REFERRING** to Notice to Mariners No. 304 (Special), Notice is hereby given that a GAS-LIGHTED BUOY surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red Light, bearing E. 30° N. 2 miles, 4 seconds light, & seconds colour, has been moved in 10 feet of water at L.W.S. from its position at the Light House S. 67° 26' W. and is distant 1 mile.

The Woosung Spit Unlighted Buoy and the Light buoy, temporarily provided to mark the Whangpo Conservancy works, as called for in Harbour Notice No. 19 of 1906, have been discontinued.

**T. J. ELDRIDGE,** Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 15th August, 1907. 1373

## PUBLIC COMPANIES

## HONGKONG AND SHANGHAI BANKING CORPORATION.

**THE DIVIDEND** declared for the Half Year ending 30th June, 1907 at the Rate of One Pound Fifteen Shillings per Share of \$125 is payable on and after MONDAY, the 19th day of August, 1907, current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 19th August, 1907. 1360

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

**NOTICE TO SHAREHOLDERS.**

**THE DIVIDEND** of 8% per Share for the Six Months ending 30th June, 1907, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 20th August, 1907. 1365

## THE ON TAI MARINE INSURANCE COMPANY, LIMITED.

(In Liquidation.)

**FINAL RETURN OF CAPITAL.**

**NOTICE IS HEREBY GIVEN** that I have declared a FINAL DIVIDEND of \$1.00 per Share in respect of the above Company, payable at the Office of Messrs. PERCY SMITH and SETH, No. 5, Queen's Road Central, on and after MONDAY, the 26th instant between the hours of 10 a.m. and 1 p.m. No return of Capital will be made without the Share Certificate being first produced.

**J. HENNESSEY SETH,** Liquidator.

Hongkong, 20th August, 1907. 1369

## NOTICE.

**NOTICE IS HEREBY GIVEN** that Scrip Certificate No. 9, marked VON, bearing date the 27th March 1899, for Five Shares numbered 3446/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Shek and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907.

**THE TUNG ON FIRE INSURANCE COMPANY, LIMITED.**

1340 TONG TZE SAI, Secretary.

## AUCTIONS

## PUBLIC AUCTION.

**THE Undersigned** have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

**TO DAY (SATURDAY),** the 24th August, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

**A FINE ASSORTMENT OF HIGH CLASS JAPANESE CURIOS,**

Comprising—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.

Terms—As usual.

**HUGHES & HOUGH,** Auctioneers.

Hongkong, 21st August, 1907. 1377

## PUBLIC AUCTION.

**THE Undersigned** have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

**TO DAY (SATURDAY),** the 24th August, 1907, at 2.30 P.M., at his Sales Room, No. 8, Queen's Road Central, FURNITURE

of every description,

**JAPANESE VASES and FIGURES, BLACKWOOD FURNITURE, SUNDRY WINES and SPIRITS, and Miscellaneous Goods.**



## APOLLO



## SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fog.

"APOLLO" writes:—"When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially have I found it give relief in the tired feeling caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Leucorrhoea, Backache, Menstrual Disorders, Influenza, Neuralgia, Headaches, Stomach Disorders, Headaches, Rheumatism, Nervous Debility, Sleeplessness, Hysteria, Indigestion, Exhaustion, Fatigue.

and all disorders consequent upon a reduced state of the nervous system.

## THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

**The Remedy of Kings**  
Phosferine has been supplied by Royal Commands to the Royal Family, H.M. the Emperor of China, H.M. the Empress of Russia, H.M. the King of Greece, and the Principal Royalty and Aristocracy throughout the world.  
Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/1, 2/6, and 5/6. Sold by all Chemists, Stores, &c.  
The 2/6 size contains nearly four times the 1/1 size.

USE ONLY and USE ALWAYS

**ATKINSON'S**

MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

**EAU DE COLOGNE**

## LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.

By Royal Warrant to H.M. THE KING.

## WEIHAIWEI SCHOOL.

(Continued from page 3.)

many 'old boys' (cheers). The school house was situated in a back street with no more interesting outlook than a blank wall. The new premises were not only excellently adapted for the purposes, but occupied a splendid situation (hear, hear). The new house seemed to catch all the breezes that blew from almost any direction, as was evidenced by the coolness of the school room in which they were now sitting. We read that the hills looked on Marathon, and Marathon looked on the sea; but, as Marathon was situated on a plain, the school is better off, for while the higher hills look down on it, it is situated on a hill the base of which is washed by the sea (hear, hear). Since its establishment the school had made considerable progress, and it was gratifying to all concerned to hear of the honourable positions already obtained by several of the 'old boys' (cheers). It was also a good sign to notice that the 'old boys' maintained their connection with the school by corresponding with their former Head Master (hear, hear). The health record of the school was something to be really proud of, one case of sickness this year, and that only a bilious attack (cheers). Such healthiness he attributed to two causes:—(1) the excellent climate of Weihaiwei, which, as stated in the school report, is the best in China, though he ought to add that his German friends at Tsingtau put forward the same claim (laughter); and (2) the school diet. Mr. Beer had informed them that boys and masters ate down together at the principal mess, and had the same food. He had known Mr. Beer some four years, and as evidence of the excellent feeding arrangements of the school, he was happy to notice that his shadow had not grown less (laughter). Sir George White is reported to have said in connection with the siege of Ladysmith, that Sir Edward Ward was the best quartermaster the world had known since the days of Moses, and he had no hesitation in stating that in her arrangements for the school diet Mrs. Beer had undoubtedly proved herself worth to rank with the best quartermasters (cheers). The success of the school in the Cambridge Local Examinations reflected great credit on the school and the staff (hear, hear). The best candidate, it seems, was 'ploughed' in Spelling. This was a subject which had caused many of us sad moments, and even famous authors had never been able to acquire the art. For instance, it was well known that even Sir Walter Scott and Robert Louis Stevenson had much trouble in spelling correctly. This particular candidate therefore deserves our sympathy. He can console himself with the reflection that he has erred in good company. Illogical as our system of spelling is, to adopt the system suggested by President Roosevelt would be to render confusion worse confounded. It is sometimes well to leave a bad alone (hear, hear). The Empire Day Movement, he should like to explain, was largely due to the initiative of the Earl of Meath, from whom he received the pamphlets which had been distributed to the boys on "Empire Day." He sincerely hoped the boys would find the study of these papers, and the preparation for the subsequent examination both instructive and interesting. He would like them to realise that they were privileged members of a great race, of the greatest empire the world has ever seen (cheers). He was afraid that their prejudice against colour, to which Mr. Beer had referred, was deep-rooted; and so long as human nature remained as it was, it would be difficult to eradicate. Such a feeling was greatly to be regretted and we should endeavour to overcome it. We should always respect those who are worthy of respect regardless of their colour, which is after all only skin-deep (hear, hear). The population of the British Empire is said to be over 400,000,000. Only 50,000,000 of these are white, and those who are not white always deserve our sympathetic treatment and frequently merit our esteem. We should not take a man for what he looks but for what he is. A man's man (for a 'that,' whatever his colour (hear, hear). He was pleased to notice so much interest taken in sports, and while it is to be regretted that the match against the Chefoo School was lost, he congratulated the football team on the energy shown in spite of an unpleasant journey and the sea-sickness (hear, hear). He wished them better luck next time, and hoped they would return to Weihaiwei with their colours flying and a victory to their credit. No one would be readier to give them a hearty welcome under such circumstances than himself (cheers). He would like to mention one incident that occurred that morning. One of the boys had occasion to come to his house, and, as this day was warm and thirst-producing, he pressed him to take some refreshment. He declined and, on being asked the reason, he said he did not want to run any risk of damaging his chances of success in the aquatic sports that were to come off that afternoon. He was very pleased with the spirit shown by this boy, and hoped he would win a prize. He certainly deserved it (hear, hear). He was not at all surprised that the School Cadet Corps came off 'second best' in its encounter with the armed forces of the Crown to wit the Weihaiwei Police Force (laughter). He hoped all attacks on that force, which protected our lives and liberties would have a like result (hear, hear). He asked all present to join him in congratulating Mr. and Mrs. Beer and the staff on the general success of the school. May the 'old boys' continue to be successful, remaining true to the motto of their school—'Pro Patria, Religione, and many there be many more of them' (loud cheers).

Rev. A. E. Burne, in proposing a vote of thanks to His Honour The Commissioner, said there was one point in the report which he had heard with regret. He was sorry to learn that the classics are not considered of such importance

relatively as modern languages and the English subjects. He knew of one successful business man who argued that the classical education he had received was a great pity, though, perhaps, not to be wondered at, in the competition and the demand for business training had reached so unfavourably in many schools on the study of the dead languages. He would like to give some advice to the boys. He would urge them to study hard, to make the most of the opportunities that would never recur again (hear, hear). Recalling his own school days, he remembered that at a boy he often regarded his lessons as irksome—to be shirked, if possible. He now greatly regretted that he had done so, and his quoted, his own experiences as an incentive to the boys of the school to work hard—even at uncongenial tasks (hear, hear). He was sure that they all appreciated His Honour's kindness and interest in the school in coming to reside at the Peiza Distribution—especially so, since he was till very recently in the doctor's hands. He therefore asked all present to join him in thanking the Commissioner (loud cheers).

## PRIZE LIST.

From IV. Duz Prize: "The Making of England," won by S. N. Toulmin, presented by Mrs. E. Hamlyn.

Improvement Prize: "Story of the Heavens," won by F. A. Dinsdale.

From III. Duz Prize: "England's Sea Story," won by G. H. L. Muer, presented by Mrs. H. S. Beer.

Improvement Prize: Green's "Short History of the English People," won by E. W. Munroe.

From II. Duz Prize: Lamb's "Tales from Shakespeare," won by M. E. Beer.

Improvement Prize: "Tales from English History," won by C. Nielsen.

SPECIAL PRIZES.

Scripture History: "Lectures from the Holy Land," won by S. N. Toulmin, presented by Mrs. Munroe.

English Subjects: "From Cromwell to Wellington," won by C. C. Walker, presented by G. Nielsen, Esq.

Mathematics: "The Great Beer War," won by S. N. Toulmin, presented by the Head Master.

Languages: "Discoveries and Inventions," won by C. C. Walker, presented by O. H. Jones, Esq.

SPORTS.

I. Boat Race: "Green Boat," C. Samways, E. Munroe, F. Lamont (cox). "White Boat," S. N. Toulmin, C. Walker, G. Nielsen, F. Dinsdale (cox). Won by "Green Boat."

II. Duz Prize won by B. Dunning.

III. Swimming, 10 yds. Open 1st Prize, presented by Mrs. Stewart Lockhart, won by C. C. Walker; 2nd Prize won by E. Grimbale.

IV. Put Race, Final Heat—1st Prize won by P. Samways; 2nd Prize E. Grimbale.

V. Swimming, 50 yds. (small boys) 1st Prize presented by Miss Margaret Lockhart, won by R. Lymmer; 2nd Prize B. Dunning.

VI. Tennis Tournament, Finals—"Singles," prize presented by H. H. The Commissioner, won by E. A. Dinsdale.

"Doubles," prize won by S. N. Toulmin and F. A. Dinsdale.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report.

On the 23rd at 11.55 a.m.—The barometer has fallen moderately to considerably over the Looshoos and S. Japan, and a slight fall has taken place also over the C. I. coast and Formosa. It has risen slightly in the Philippines.

The depression remains very much elongated in a S.W. and N.E. direction, and differences of pressure at stations situated near its major axis, S. Formosa to S.W. Japan, are small. Probably a area of actual lowest pressure is still situated to the E.S.E. of the Looshoos, and appears to be moving slowly northwards.

Pressure is high, about 0.1 inch above the normal over E. Hokkaido, and in defect by between 0.3 and 0.4 inch over the Looshoos, and by about 0.2 inch over S. Japan, S. China, Formosa and Luzon.

Free N. to N.W. winds are likely to prevail in the Formosa Channel; and freshening W. to S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: W. to S.W. winds, moderate or fresh; fair to showery.

Formosa Channel: N. to N.W. winds, fresh.

South coast of China between Hongkong and Lamooka: S. as No. 1.

South coast of China between Hongkong and Hainan: S. as No. 1.

## Mosquitoes Avoid

the presence of Carbolic that is why the use of

**Calvert's 20% Carbolic Soap**

has been found such an excellent protection against the attacks of these and other insects. It imparts also a delightful freshness to the skin, and, of course, is powerfully antiseptic, an advantage readily appreciated in warm climates.

Sold by Local Chemists and Storekeepers. Made by F. G. Calvert & Co., Manchester, Eng.

## MAKES THE SKIN

as SOFT as VELVET.

Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and

KEEPS THE SKIN SOFT, SMOOTH, and WHITE all the year round.

Delightfully COOLING & REFRESHING during the summer.

Bottles 1/6, 1/3, and 2/6 each.

M. BEETHAM & SON, Cheltenham.

1821.

**SAINT-RAPHAEL**  
TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.  
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.  
DOSE: One wine-glass after the two principal meals.  
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:  
1. THE WARRANTY STAMP OF THE UNION DES FABRICANTS.  
2. A METAL SEAL advertising CLETEAS.  
**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).  
AGENTS: CALDERBICK, MACLEOD & CO., HONGKONG.

When you buy ordinary oats you are paying for husk and indigestible woody fibre.

## Plasmon Oats

contain neither; and thus go twice as far.

Delicious porridge in 4 minutes.

Also **PLASMON COCOA**.  
THE FOOD COCOA.  
Sample for stamp.  
PLASMON Ltd., Farringdon Street, London.

By Royal Warrant to His Majesty The King.  
**BOVRIL**  
is an excellent tonic, bracing the system when everything else fails.  
Try a little milk in your hot Bovril.

CLARKE'S B. 41. PILLS.

A warranted cure for all acquired or constitutional discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

## OREGON FINE LUMBER.

**DODWELL & COMPANY, LIMITED**  
have always in stock a supply of the above in all sizes. Prices may be obtained on application.  
Hongkong & 26th July, 1907. 1253

## HONGKONG VOLUNTEER CORPS.

It is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.V.  
Hongkong, 27th July, 1907. 1265

## PHOTOGRAPHY.

OWNERS of Rollfilm-Cameras will be interested in NON CURLING SINGLE LEAF ROLL FILMS.

No more waiting till all the films of one spool are developed.

Each film can be removed and developed separately.

Now kept in stock, sizes 3 1/2 to 4 1/2—5 by 10.5 cm.

Spools of 12 films cost \$1.50 postage paid.

Send money (postage stamps) with order to E. A. ROESS, Sautow.

All other sizes will be ordered on application. 1864

## MARTIN'S

**APIOL & STEEL**

**PILLS**

A French Remedy for all Urinary Disorders. Thousands of patients have been cured by this medicine, and it is now the best of any in the world. It is a powerful diuretic and antiseptic, and it is the only medicine that can be taken without any harm to the system. It is the only medicine that can be taken without any harm to the system. It is the only medicine that can be taken without any harm to the system.

CHAS. W. BOUTLANDSON, BIRMINGHAM.

61.

## THORNE'S

OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENCOCK AND HAS BEEN SOLD IN K.S. SINCE 1851.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

1227

HIGHLY COMMENDED BY THE ROYALTIES OF ALL NATIONS.

H. RUTTON-JEE & SON, Wine and Spirit Merchants.

Hongkong, 17th August, 1907. 40



## SHIPPING.

## ARRIVALS.

HAIMUN, British str., 636, A. J. Robson, 23rd Aug. — Foochow 20th, Amoy 21st & Swatow 22nd. — General — Douglas, Lapraik & Co.  
 KIYO MARU, Jap. str., 23rd Aug. — Canton. — Nishimura, British str., 4,000, F. T. Wheeler, 22nd Aug. — Singapore 17th. — August. — General — Jardine, Matheson & Co.  
 NORD, British str., 1,160, Prynn, 22nd Aug. — Singapore 15th August. Oil — McBain.  
 SHINCHIKU MARU, Japanese str., 3,127, T. Saito, 23rd Aug. — Moji 17th August. Coal — Osaka Shosen Kaisha.  
 TANTAN, British str., 2,787, N. Davidson, 23rd Aug. — Vancouver 25th July. Mails and General — C. P. R. Co.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
 23rd August.  
 Aberlour, British str., for Singapore.  
 America Maru, Jap. str., for San Francisco.  
 Arcadia, British str., for Europe, &c.  
 Hongwan I, British str., for Amoy.  
 Kiyo Maru, Japanese str., for Saigon.  
 Nord, British str., for Canton.  
 Rubi, British str., for Manila.  
 Sonoki Maru, Japanese str., for Kobe.  
 Tjitsien, Dutch str., for Shanghai.

## DEPARTURES.

23rd August.  
 AGAMEMNON, British str., for Shanghai.  
 CHIHUI, British str., for Hainan.  
 CHUYEN, Chinese str., for Shanghai.  
 CHUNSAO, British str., for Hongkong.  
 HINSANO, British str., for Hongkong.  
 MALTA, British str., for Shanghai.  
 MAZANG, British str., for Sandakan.  
 NANCANG, British str., for Newchwang.  
 PRINCESTOWN, German str., for Yokohama.  
 TAKI MARU, Japanese str., for Moji.  
 TIKO, British str., for Saigon.  
 TINGHO, British str., for Tientsin.  
 TOLV, Norwegian str., for Bangkok.  
 YUENSAO, British str., for Manila.

## SHIPPING REPORTS.

The British str. Haimun reports: Light variable winds and fine weather.  
 The Japanese str. Shichiku Maru reports: Throughout fine weather and moderate breeze with moderate sea.  
 The British str. Nansang reports: From Singapore to lat. 13° N; moderate S.W. monsoon and sea, fine and clear weather; thence to port gentle N.W. wind with moderate N.E. swell, fine and clear.

## VESSELS IN DOCK.

August 23rd.  
 ABREDEEN DOCKS.—Vigilante, Glenfarg, Hercules.  
 COSMOPOLITAN DOCKS.—Kanchow.

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ARCADIA."  
 Captain A. L. Valentini, carrying H.M. Majesty's Mail, will be despatched from this for Europe &c. on SATURDAY, the 24th August at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MOLDAVIA," 3,560 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 6th October, 1907.  
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 24th August, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.

## STEAM FOR SAIGON.

SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"POLYNESIE."  
 Captain Broc, will be despatched for Marseilles, on TUESDAY, the 3rd September, at 1 P.M.  
 Passage tickets and through bills of lading issued for above ports and for Australia with prompt transhipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "TOURANE" ... 17th Sept.  
 S.S. "AUSTRALIE" ... 1st Oct.  
 S.S. "NERA" ... 15th Oct.  
 S.S. "YARFA" ... 29th Oct.  
 S.S. "ERNEST SIMONS" ... 12th Nov.  
 S.S. "TONKIN" ... 26th Nov.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 2nd August, 1907.

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

Proposed sailings from Hongkong:  
 For NEW YORK ... 1st Sept.  
 For BOSTON AND NEW YORK ... 14th Sept.  
 S.S. "SIKIU" ... 14th Oct.  
 1st Class Passenger accommodation.  
 For freight and further information, apply to  
 DODWELL & CO., LTD.,  
 Agents.  
 Hongkong, 22nd August, 1907. 1236-1254

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SUNDA	Brit. str.	—	G. M. Montford, R.N.E.	P. & O. S. N. Co.	About 28th inst.
MARSEILLES &c., via PORTS OF CALL.	POLYNESIE	Brit. str.	—	Broc	MESSAGERIES MARITIMES	On 3rd Sept., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN.	TRAFALGAR	Brit. str.	—	—	MILCHERS & CO.	Middle of September.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 17th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	P. R. LEITFOLD	Ger. str.	—	W. H. Kirchberg	MILCHERS & CO.	On 28th inst., at Noon.
TRIPOLI, PLYMOUTH, HAVRE & HAMBURG.	HAMBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 4th September.
TRIESTE &c., via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	A. Billafer	SANDER, WIELER & CO.	On 27th inst., at Noon.
NEW YORK	SATSUMA	Brit. str.	—	—	DODWELL & CO., LTD.	On 7th September.
BOSTON & NEW YORK	GAZELLE	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th September.
VANCOUVER via HANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 20th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	THOMSON	Am. str.	—	T. W. Garlick	DODWELL & CO., LTD.	About 10th September.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	—	TOYO KISEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS via PORT DARWIN &c.	EASTERN	Aus. str.	—	—	GIBB, LIVINGSTON & CO.	On 31st inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAINAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Sept., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINCE OF WELLS	Brit. str.	—	—	MILCHERS & CO.	On 12th Sept., at Noon.
VLADIVOSTOK	VINE BEACH	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th Sept.
YOKOHAMA AND KOBÉ	CHINCHU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 10th Sept., at 4 P.M.
JAPAN	CHINCHU	Brit. str.	1 m.	Jurriarose	JAVA-CHINA JAPAN LINE	Quick despatch.
CHINKIANG	KANCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	LIFERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 27th inst., at 4 P.M.
SHANGHAI & YONGAMPO	CHANGCHOW	Brit. str.	1 m.	J. W. Walker	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	YAMASO	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 27th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	SHANGHAI	Jap. str.	—	M. Nemoto	OSAKA SHOSSEN KAISHA	On 27th inst., at 10 A.M.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINCE HEINICH	Ger. str.	—	F. Grosse	MILCHERS & CO.	About 27th inst.
SHANGHAI, KOBÉ & YOKOHAMA	EMERANIA	Ger. str.	k.w.	F. B. Andrews, R.N.E.	P. & O. S. N. Co.	About 30th inst.
NINGPO & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	H. Harder	HAMBURG-AMERIKA LINIE	On 1st September.
AMOI, WEIHAWEI, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	1 m.	G. Hecker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LAFRAIR & CO.	To-day, at 4 P.M.
SWATOW & SHANGHAI	KUICHOW	Brit. str.	1 m.	H. A. Wayell	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
SWATOW & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SWATOW & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	F. D. Northcombe	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SWATOW & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
TAMSU & SWATOW & AMOY	JOHN MARU	Jap. str.	1 m.	H. S. Smith	OSAKA SHOSSEN KAISHA	On 23rd inst., at D'light
HOKUO & HAIPHONG	RUBI	Brit. str.	1 m.	A. Mathias	BUTTERFIELD & SWIRE	On 24th August.
MANILA	TAKING	Brit. str.	1 m.	A. Almond	SHEWAN, TOMES & CO.	On 27th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	1 m.	F. Fraser	SHEWAN, TOMES & CO.	On 7th September.
CEBU & ILOILO	RAIFONG	Brit. str.	1 m.	E. Fitzlyson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
KUDAT & SANITAKAN	BORNEO	Ger. str.	—	F. Semblin	MILCHERS & CO.	About 31st inst., 9 A.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & CO., LTD.	On 29th inst., at 3 P.M.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"TRANQUERAR"	Middle of Sept.

For Further Particulars, apply to  
 Hongkong, 21st August, 1907.

MELCHERS & CO.,  
 AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, YOKOHAMA, KOBÉ & MOJI: "NAMANG" ... Tuesday, 27th Aug., 4 P.M.  
 FOR SINGAPORE, PENANG & CALCUTTA: "FOOKSANG" ... Thursday, 29th Aug., 3 P.M.  
 FOR MANILA: "LOONGSANG" ... Friday, 30th Aug., 4 P.M.  
 REDUCED FARES TO STRAITS AND CALCUTTA.  
 Hongkong to Singapore 1st Class, Single 8 65. Return \$100.  
 Penang " 85. " 120.  
 Calcutta " 125. " 150.  
 \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
 ‡ Taking Cargo on Through Bills of Lading to Kndat, Lshad, Data, Simporan, Tawao, Ususan, Jersellon and Labuan.  
 For freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
 Hongkong, 24th August, 1907.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
 ‡ Taking Cargo on Through Bills of Lading to Kndat, Lshad, Data, Simporan, Tawao, Ususan, Jersellon and Labuan.  
 For freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
 Hongkong, 24th August, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 24th August
ZAFIRO	2540	A. Fraser	Manila	On 7th September

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.

Hongkong, 24th August, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,  
 GENERAL AGENTS.

Hongkong, 16th August, 1907.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

VIA

## MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
TREMONT	8606	T. W. Garlick	About 10th September.
SOVERIC	—	—	On 1st October.
KUMERIC	—	—	On 15th October.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-tower ss. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.

Hongkong, 17th August, 1907.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHEANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA.

STEAMERS	DATE
RHEANIA	1st September
HOHENSTAUFEN	1st October
SILEZIA	2nd November

## HOMeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.

STEAMERS	DATE
HAMBURG	4th September
RHEANIA	2nd October
HOHENSTAUFEN	30th October

## NEXT SAILINGS OUTWARD.

STEAMERS	DATE
LIBERIA	28th Aug.
RHEANIA	1st Sept.
SUEZIA	14th Sept.
BRIGAVIA	28th Sept.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

## FREIGHT SERVICE.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified Doctor and stewardesses carried. Laundry on board.

## VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR  
 FRIEDLAND (DIRECT),  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

## THE Company's Steamship

"AUSTRIA."  
 Captain Billafer, will be despatched as above on the 27th August, P.M.  
 This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & CO.,  
 Agents.

Hongkong, 22nd August, 1907.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe, Yokohama, and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail

"GLENFARG" 3,500 Noon 29th Aug.

"KANATO MARU" 6,100 Mid. of October.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,  
 York Building.

Hongkong, 21st August, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"EASTERN."

Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

V.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.

Hongkong, 7th August, 1907.

## FOR VLADIVOSTOK.

## THE Steamship

"VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further particulars, apply to  
 DODWELL & CO., LTD.  
 Agents.

Hongkong, 7th August, 1907.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 24th August	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, SUNDAY, COLOMBO, PORT SAID and MARSEILLES	Capt. G. M. Montford	About 29th August	Freight and Passage.
SHANGHAI, MOJI, KOBE, MANILA and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 30th August	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 24th August, 1907

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"LIANGCHOW"	On 24th Aug., 4 P.M.
AMOI, WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 26th Aug., 4 P.M.
SHANGHAI and YONGAMPO	"CHANGCHOW"	On 27th Aug., 4 P.M.
MANILA	"TAMING"	On 28th Aug., 4 P.M.
HOIHOW and HAIPHONG	"HUPEH"	On 28th Aug., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 28th Aug., 4 P.M.
SWATOW and SHANGHAI	"LINAN"	On 28th Aug., 4 P.M.
CHINKIANG	"KANGHONG"	On 28th Aug., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 28th Aug., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 28th Aug., 4 P.M.
SWATOW and SHANGHAI	"CHINKIANG"	On 31st Aug., 4 P.M.
MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOKTOWN, CATBENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
HONGKONG, 24th August, 1907.

BUTTERFIELD & SWIRE,  
AGENTS.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 DAYS ACROSS THE PACIFIC IS THE "EMPRESS LINE." SAVING 5 TO 10 DAYS' TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.  
15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	Wednesday, 11th Sept.	12th Sept.	12th Sept.
"TAMAR"	4,455	Thursday, 26th Sept.	14th Oct.	14th Oct.
"EMPRESS OF CHINA"	6,000	Thursday, 24th Oct.	11th Nov.	11th Nov.
"EMPRESS OF INDIA"	6,000	Wednesday, 6th Nov.	30th Nov.	30th Nov.
"MONTEAGLE"	6,163			

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 230; via New York 262. Intermediate on Steamers, 240; via New York 242.

R.M.S. "MONTEAGLE" and "TAMAR" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya, opposite Blake Pier.

# NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"	About Tuesday, 27th August.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD"	Wednesday 28th Aug., at Noon.
KUDAT and SANDAKAN	"BORNEO"	About Saturday, 31st Aug., at 9 A.M.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 10th Sept., at Noon.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd August, 1907.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 25th Aug., at 10 A.M.
SHANGHAI VIA SWATOW	"SHOSHU MARU"	TUESDAY, 27th Aug., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th August, 1907.

T. ARIMA, Manager.

# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HARCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, London, E.C.  
Coaling Agents—HALL HUYTH & Co., London, E.C.  
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.  
No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.  
FRESH WATER and Ice, SHIP'S STORES and PROVISIONS at Moderate Prices.  
FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,  
JAVA-CHINA-JAPAN LIJN,  
YORK BUILDINGS,  
Hongkong, 1st December, 1906.

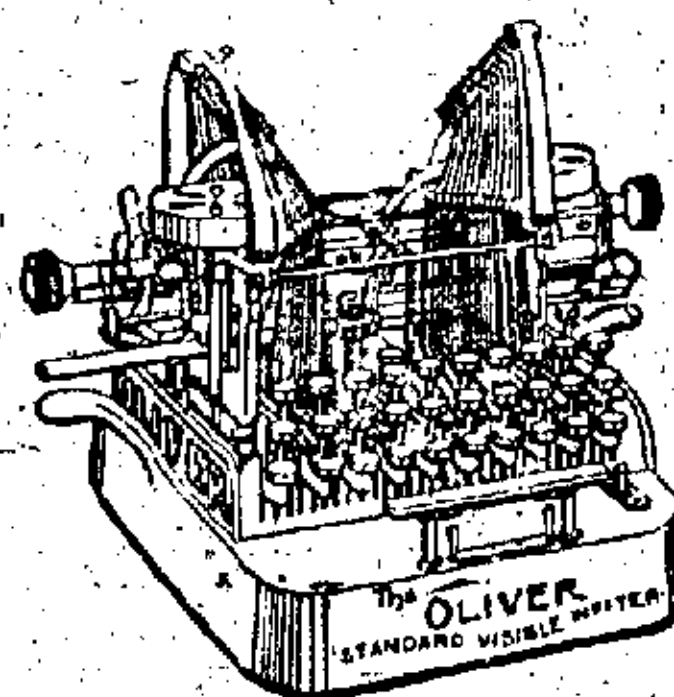
# PASSENGER SEASON 1908.

# IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

TONS REG.	ON MARCH 11TH.
"BUELOW"	8,000
Capt. FOMMER.	
"PRINZ LUDWIG"	9,630
Capt. VON BENZ.	
"PRINZESS ALICE"	10,911
Capt. POERCK.	

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO  
LAND PASSENGERS.

Early booking recommended.  
For Particulars, apply to—  
MELOHRS & CO.,  
General Agents, 1935  
Hongkong, 19th August, 1907.



# THE OLIVER TYPEWRITER.

VISIBILITY.  
SIMPLICITY.  
DURABILITY.

UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,  
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL  
Machines kept in Stock.

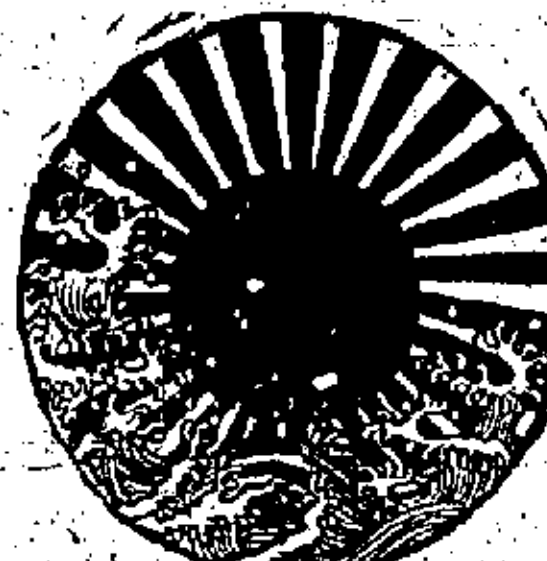
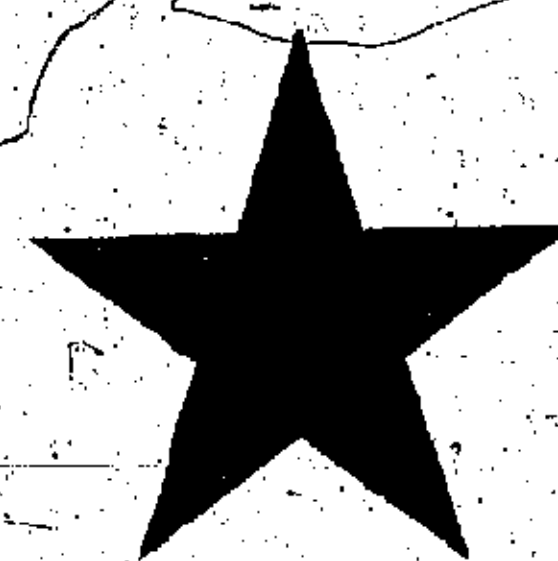
# OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

(1056)

# JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER.

# "PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.  
The largest demand in the whole of Japan. Quality speaks for itself.  
PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,  
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

ON SALE.	ON SALE.
THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五	A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FROM 1ST JANUARY, 1861 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906.

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE-WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 1.	DOCK No. 2.
Extreme Length... 722 feet.	Extreme Length... 371 feet.
Length on Blocks... 714 "	Length on Blocks... 350 "
Width of Entrance on Top... 894 "	Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 884 "	Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 34 "	Water on Blocks at Spring Tide... 22 "

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

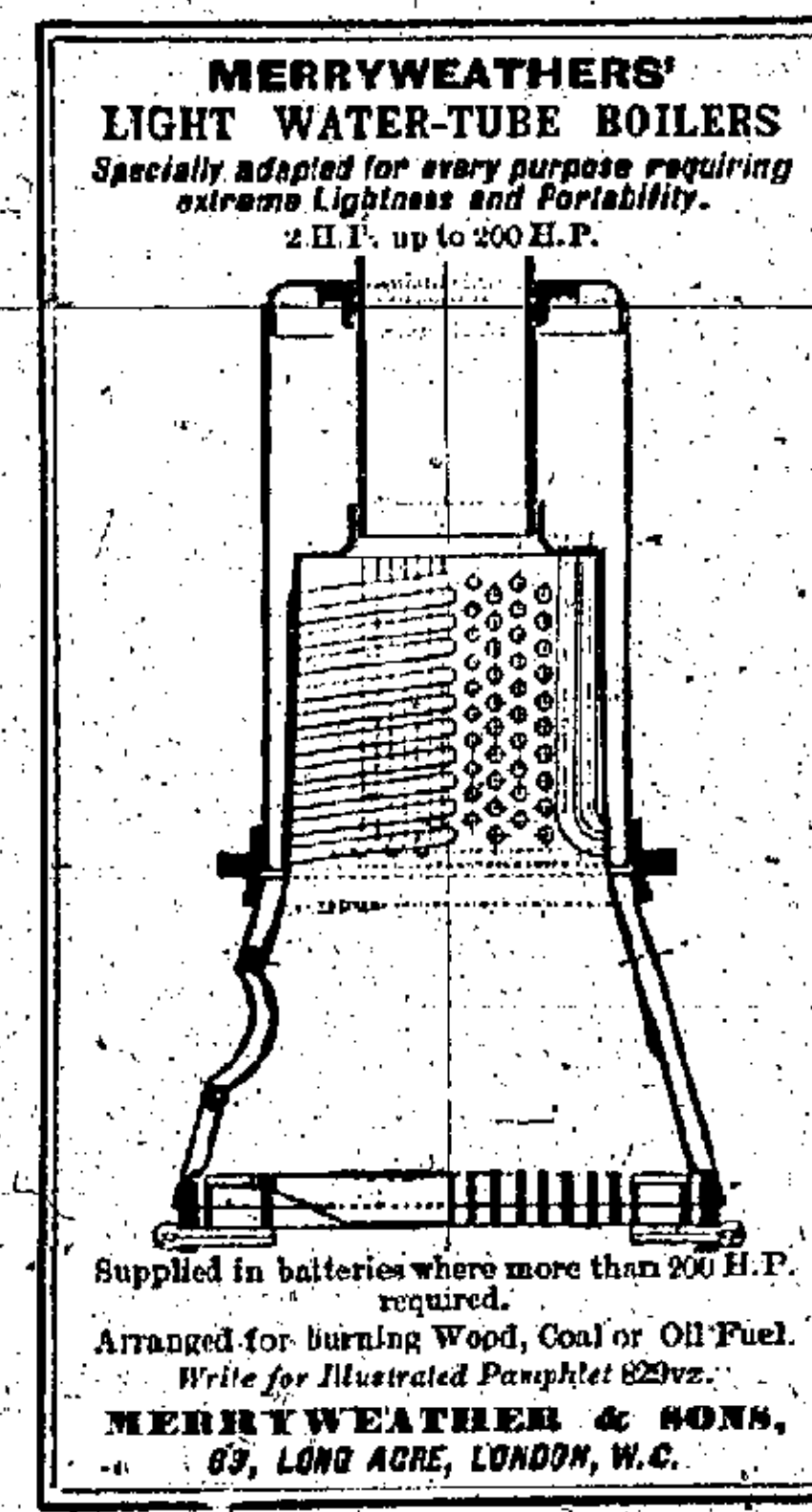
A LARGE STOCK OF MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

# Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.  
SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.



MERRYWEATHERS' LIGHT WATER-TUBE BOILERS  
Specially adapted for every purpose requiring extreme lightness and portability.  
2 H.P. up to 200 H.P.

Arranged for burning Wood, Coal or Oil Fuel.  
Write for Illustrated Pamphlet 82222.

MERRYWEATHERS & SONS,  
65, LONG ACRE, LONDON, W.C.

1137-3

Supplied in batteries where more than 200 H.P. required.

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MERRYWEATHERS & SONS,  
65, LONG ACRE, LONDON, W.C.

1137-3

# MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN:  
Kaiser Franz Josef I. Austrian cruiser, 4,300 tons.  
Capt. Ferdinand Bülau, Northern Waters.

FRENCH:  
Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeannel, Canton.

Caronde, gunboat, Lieut. Kerchoel, Saigon.

Decidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L'Est, Haiphong.

D'Entrecasteaux, French cruiser, 8,000 tons, Capt. Tracou, Shanghai.

Eturgeon, submarine, Saigon.

Heuri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corollis, Annam-Tonkin, reserve.

Juvénat, destroyer, 330 tons, 7 guns, 390 h.p., Lieut. Sagot-Ouea, Saigon.

Korsair, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons, 12 guns, 14,600 h.p., Capt. Martel.

Mousquet, destroyer, Lieut. Duchemin, Baie d'Along.

Oly, gunboat, Lieut. Grallier, Yangtze.

Pelle, gunboat, Lieut. Macchand, Tongku.

Pierle, submarine, Saigon.

Pistolat, destroyer, Lieut. de Reinach Werth, Baie d'Along.

Protée, submarine, Lieut. Glorieux, Saigon.

Rapier, destroyer, 330 tons, Lieut. Vincent de Bérigny, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons, 8 guns, 671 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallon, Saigon.

Six, armoured gunboat, 1793 tons, 14 guns, 1700 h.p., Dne, Haiphong.

Surprise, gunboat, 624 tons, 2 guns, 990 h.p., Lieut. Roque, Haiphong.

Takou, destroyer, Com. Tequém, Saigon.

Yuban, torpedo-boat (reserve), 6150 tons, 23 guns, 4560 h.p., Haiphong.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton.

GERMAN:  
Furet Bismarck, (flagship), 11037 tons, 30 guns, 14,000 h.p., Komr. Admiral Beuving, Tsingtau.

Illis, gunboat, 1900 tons, 10 guns, 4300 h.p., Captain Kiesel.

Jaguar, gunboat, 900 tons, 13 guns, 1300 h.p., Commander Klobb, Yangtze.

Leipzig, cruiser, Commandant von Rothenberg, Pailheon.

Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Commander Harig.

Niobe, cruiser, Commandant Witzohel.

Phelis, cruiser, 2650 tons, 24 guns, 8100 h.p., Captain (Retired).

Rien, gunboat, 900 tons, 19 guns, 1930 h.p., Commander V. Abeken.

Tsingtau, gunboat, 173 tons, 5 guns, 1390 h.p., Lieut. Brehmer.

Vaterland, gunboat—tons, 3 guns, 500 h.p., Lieut. de Spesselt.

ITALIAN:  
Vesuvio, cruiser, 2,145 tons, Baron de Saint-Pierre, Shanghai.

PORTUGUESE:  
Rio Lima, cruiser, 720 tons, 7 guns, Macao.

UNITED STATES:  
Araya, gunboat, Ensign R. R. Riggs commanding, Cavite.

Bainbridge, torpedo-boat destroyer, 420 tons, Lt. C. H. Woodward commanding.

Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila.

Callao, gunboat, 600 tons, Ensign Guy Whitlock commanding, Manila.

Chatenango, cruiser, 3100 tons, Commander J. M. Robinson, Amoy.

Cincinnati, cruiser, 3213 tons, Commander J. M. Robinson, Amoy.

Colorado, armoured cruiser, 13,500 tons, Captain Sidney A. Slaughter.

Concord, gunboat, Commander. Boush, Manila.

Elcano, gunboat, 560 tons, Lt. Commander Hugh Redman, Cavite.

Galveston, cruiser, 3400 tons, Commander W. G. Cutler, Cavite.

Helena, gunboat, 1897 tons, Commander J. C. Glines, Manila.

Maryland, armoured cruiser, 13,500 tons, Capt. John R. Ingersoll.

Monadnock, monitor, in reserve, Lt. Commander J. L. Purcell, Cavite.

Paraguay, gunboat, 201 tons, Ensign A. B. Reed commanding, Cavite.

Pennsylvania, armoured cruiser, 13,500 tons, Capt. Thom s C. McLean.

Quincy, gunboat, Lieut. E. L. Bisset, Manila.

Raleigh, cruiser, 3213 tons, Commander F. F. Fletcher, Manila.

Villaboa, gunboat, 347 tons, Ensign A. Andrews commanding, Manila.

West Virginia, armoured cruiser, (flagship of Rear Admiral Brownson), 13,500 tons, Capt. Convey H. Arnold.

Wilmington, gunboat, 1397 tons, Commander W. L. Rodgers, Manila.

# PRINTING

# BOOK-BINDING

OF

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BUSINESS CIRCULARS,  
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PERIODICALS BOUND AND BOOKS OF  
ALL KINDS RE-BOUND  
IN THE BEST MATERIALS.

Estimates furnished on Application to the  
Printing Department, "HONGKONG DAILY  
PRESS" Office.



## POST-OFFICE NOTICE

The *Empress of China*, with the Canadian mail, left Shanghai on Thursday, the 22nd inst. at 6 p.m., and may be expected here to-day, at 6 p.m.  
The *Imperial*, with the German mail of the 30th July, left Singapore on Thursday, the 22d inst., at 4 p.m., and may be expected here on or about Monday, the 26th inst., at 6 p.m.

FOR	PER	DATE
Bangkok, Swatow and Hongkong	Machew	Saturday, 24th, 9.00 A.M.
	Kohsichang	Saturday, 24th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA		Saturday, 24th, 9.00 A.M.
HONOLULU and SAN FRANCISCO		Saturday, 24th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		

Manila	Rubi	Saturday, 24th, 10.00 A.M.
Europe &c, India via Taitoria		Saturday, 24th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Swatow and Bangkok	Prometheus	Saturday, 24th, 1.00 P.M.
Swatow, Amoy and Fuzhou	Sui Tai	Saturday, 24th, 1.15 P.M.
Ningpo and Shanghai	Haitan	Saturday, 24th, 1.30 P.M.
Hiohio	Liangchow	Saturday, 24th, 3.00 P.M.
Shanghai	Muthilde	Sunday, 25th, 9.00 A.M.
Swatow	Haitan	Sunday, 25th, 9.00 A.M.
Swatow, Amoy, Fuzhou and Shanghai	Shoshu Maru	Sunday, 25th, 9.00 A.M.
Amoy, Wailowai, Hefoo and Tientsin	Joshin Maru	Sunday, 25th, 9.00 A.M.
Swatow and Shanghai	Kwetchow	Monday, 26th, 3.00 P.M.
Bangkok	Pokchoi	Monday, 26th, 3.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Angkor	Tuesday, 27th, 12.00 A.M.
Manila	Namang	Tuesday, 27th, 3.00 P.M.
Shanghai and Yungpo	Taming	Tuesday, 27th, 3.00 P.M.
Hiohio and Heipho	Changchow	Tuesday, 27th, 3.00 P.M.
Swatow and Shanghai	Kinkiang	Wednesday, 28th, 10.00 A.M.

ETROPE, &c, INDIA VIA TAITORIA	P. R. Luitpold	Wednesday, 28th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Chinkiang	Kanchow	Wednesday, 28th, 11.00 A.M.
Swatow and Shanghai	Linan	Wednesday, 28th, 3.00 P.M.
Karatsu, Kobe, Yokohama, Callao and Iquique	Gle-fang	Thursday, 29th, 11.00 A.M.
Singapore, Penang and Calcutta	Bockang	Thursday, 29th, 2.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.O.)	Empress of Japan	Thursday, 29th, 2.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		

Manila	Leongang	Friday, 30th, 3.00 P.M.
Fort Darwin, Thursday Island, Cooktown		
Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle		

AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Siberia	Saturday, 31st, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		

Cebu and Iloilo	Kaifong	Saturday, 31st, 11.00 A.M.
Swatow and Shanghai	Shanghai	Saturday, 31st, 3.00 P.M.
Swatow and Shanghai	Chinkiang	Saturday, 31st, 3.00 P.M.

Keelung, Moji, Kobe, Yokohama and Portland	Alesia	Sunday, 1st, 9.00 A.M.
		Tuesday, 3rd, 3.00 P.M.
Europe, &c, India via Taitoria		Sunday, 1st, 9.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Polytechnic	Sunday, 1st, 9.00 A.M.
		Tuesday, 3rd, 3.00 P.M.
		Registration, Kowloon B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.

TO-DAY	
Sale, Japanese Curries, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.	
Sale, Furniture, Sales Room, Mr. C. de M. C. Vieira-Ribeiro 2.30 p.m.	

CLOSING QUOTATIONS	
August 23rd	
ON LONDON	
Telegraphic Transfer	2.22
Bank Bill, on demand	2.22
Bank Bill, at 30 days sight	2.22
Bank Bill, at 4 months sight	2.22
Credit, at 4 months sight	2.22
Documentary Bill, at 4 months sight	2.22

ON PARIS	
Bank Bill, on demand	2.22
Credit, at 4 months sight	2.22
ON NEW YORK	
Bank Bill, on demand	2.22
Credit, at 60 days sight	2.22
ON BOMBAY	
Telegraphic Transfer	1.64
Bank, on demand	1.64

ON CALCUTTA	
Telegraphic Transfer	1.64
Bank, on demand	1.64
ON SHANGHAI	
Bank, at sight	7.21
Private, 30 days sight	7.21
ON YOKOHAMA	
On demand	1.67
ON SINGAPORE	
On demand	61 p.p.m.
ON BATAVIA	
On demand	1.32
ON HAIPOHONG	
On demand	4.4 p.p.m.
ON SINGAPORE	
On demand	4.4 p.p.m.

SUBSIDIARY COINS	
Chinese 20 cents pieces	\$8.38 discount
" 10 "	8.87 "
Hongkong 20 "	8.20 "
" 10 "	8.30 "

THE CANADIAN MAIL	
The C.P.R. str. <i>Empress of China</i> arrived Shanghai at 5.30 a.m. on Thursday 22nd inst., and left again at 6 p.m. same day for Hongkong where she is due to arrive at 6 p.m. to-day.	
THE INDIAN MAIL	
The Indo-China str. <i>Kamanga</i> from Calcutta and the Straits left Singapore for this port on 20th inst. at 6 p.m. and is due here on 26th inst.	
THE GERMAN MAIL	
The I.G.M. str. <i>Prinz Heinrich</i> carrying the German Mails with dates from Berlin of the 30th ult. left Singapore on Thursday the 22nd inst. at 6 p.m., and may be expected here on or about Monday the 26th inst. at 4 p.m.	
The I.G.M. str. <i>P. R. Luitpold</i> left Kobe via Nagasaki and Shanghai on Sunday the 18th inst. p.m., and may be expected here on or about Tuesday the 27th inst. p.m.	
THE AMERICAN MAIL	
The O. & O. str. <i>China</i> left Yokohama on 19th inst., and is due here on the 28th inst.	
MERCHANT STEAMERS	
The N.D.L. str. <i>Berno</i> left Sandakan on the 18th inst. p.m., and may be expected here to-day a.m.	
The A.L. str. <i>Austria</i> left Shanghai for this port on the 21st inst. a.m., and is due here to-day.	
The N.Y.K. str. <i>Tongo Maru</i> (American Line) left Shanghai for this port on the 22nd inst., and is expected here to-morrow a.m.	
The H.A.L. str. <i>Liberia</i> left Singapore on 19th inst. at 6 p.m., and may be expected here to-morrow a.m.	
The P. & O. str. <i>Socotra</i> left Singapore for this port on the 20th inst. at 6 p.m.	
The str. <i>Indravelli</i> left Singapore on the 20th inst., and is due here on or about 26th inst.	
The N.Y.K. str. <i>Yamato Maru</i> (Australian Line) left Thursday Island for this port via Melbourne on the 20th inst., and is expected here on the 26th prox. a.m.	
The N.Y.K. str. <i>Agashima Maru</i> (Bomby Line) left Bombay for this port via Taitoria, Colombo and Singapore on the 20th inst., and is expected here on the 7th prox.	

## JOINT STOCK SHARE.

Hongkong, August 23rd.

COMPANY.	PAID UP.	QUOTATIONS.
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Alhambra	Pa. 200	\$120
Banks		
Hongkong & Shanghai	\$120	\$120
National B. of China	20	\$61
China Light & P. Co.	10	\$101
China Provident	10	\$101
Cotton Mills	10	\$101
Ewo	10	\$101
Hongkong	10	\$101
International	10	\$101
Laou King Mow	10	\$101
Soychoe	10	\$101
Sairy Faru	10	\$101
Jocks and Wharves	10	\$101
H. & W. Wharf	10	\$101
R. & W. Dock	10	\$101
New Amoy Dock	10	\$101
Shanghai Dock	10	\$101
Shanghai & H. Wharf	10	\$101
Green Island Cement	10	\$101
Hongkong & C. Gas	10	\$101
Hongkong Electric	10	\$101
Hongkong Ice Co.	10	\$101
Hongkong Rope Co.	10	\$101

Land and Building	10	\$101
Hongkong Land	10	\$101
Humphrey's Estate	10	\$101
Kowloon Land & B.	10	\$101
Shanghai Building	10	\$101
West Point Building	10	\$101
Mining	10	\$101
Charbonnages	10	\$101
Kaube	10	\$101
Leak Tramways	10	\$101
Philippine Co.	10	\$101
Belineries	10	\$101
Luzon Sugar	10	\$101
Steamship Companies	10	\$101
China and Manila	10	\$101
Douglas Steamship	10	\$101
H. Canton & M.	10	\$101
Indo-China S.N. Co.	10	\$101
Shell Transport Co.	10	\$101
Star Ferry	10	\$101
Do, New	10	\$101
South China M. Post	10	\$101
Steam Laundry Co.	10	\$101
Steam & Dispensary	10	\$101
Campbell, M. & Co.	10	\$101
Powell & Co. Wm.	10	\$101
Watkins	10	\$101
Watson & Co. A.S.	10	\$101
United Asbestos	10	\$101
Do, Fong	10	\$101
Union Waterfront Co.	10	\$101

Quotations are	
Malva New	\$789 per picul.
Malva Old	\$841
Malva Old	\$880
Malva V. Old	\$890
Persian extra fine	\$700
Persian extra fine	\$750
Patna New	\$810 per chest.
Patna Old	\$810
Benares New	\$805
Benares Old	\$805

Amoy Dock...	\$63	\$113, sellers.
Canton Dock...	Fls. 160	Fls. 80.
Shanghai Dock...	Fls. 160	Fls. 221.
W. & H. Wharf...		
Black & Co., Geo...	\$25	\$17, sellers.
Island Cement	\$10	\$11, sellers.
Long & Co. Gas...	\$10	\$175, buyers.
Long Electric...	\$10	\$13, sellers.

HONGKONG METEOROLOGICAL REGISTER.	
Hongkong Observatory, August 23rd	
Barometer 9 A.M. 29.62	Therm. (Wetbulb) 9 A.M. 31
Barometer 1 P.M. 29.59	Therm. (Wetbulb) 1 P.M. 78
Barometer 5 P.M. 29.55	Therm. (Wetbulb) 5 P.M. 80
Thermom. 9 A.M. 84	Therm. Maximum 86
Thermom. 1 P.M. 85	Therm. Minimum 79
Thermom. 4 P.M. 86	Therm. Minimum over night 79

ON SALE	
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG	
For Demand Drafts on London on the day of or preceding the date of the exchange	
Mails, also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.	
Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.	

VERNON & SMYTH.	
August 23rd	
Quotations are	
Malva New	\$789 per picul.
Malva Old	\$841
Malva Old	\$880
Malva V. Old	\$890
Persian extra fine	\$700
Persian extra fine	\$750
Patna New	\$810 per chest.
Patna Old	\$810
Benares New	\$805
Benares Old	\$805

Sugar .....	\$100	\$05, sellers
Sugar .....	\$100	\$21, sellers
p Companies		
and Manila...	\$25	\$15, buyers
se Steamship...	\$50	\$11.
ton & M.....	\$15	\$18, sellers
China S.N. Co.	15	39 Pa. fd.
		\$28 Defd.

ransport Co.	\$1	24,-
arry.....	\$10	\$22, sellers
New.....	\$6	\$13, sellers
ina M. Post..	\$25	\$52.
undry Co..	\$5	\$7, sellers
Dispensaries		
ill, M. & Co.	\$10	\$20, sellers
& Co., Wm..	\$10	\$8, sellers

S. & Co., A.S.	\$10	\$21
.....	\$10	\$11, buyers
.....	\$1	\$10.
.....	\$10	\$150, buyers
.....	\$10	\$12, sellers

VERNON & SMYTH.

OPIMUM

ons are:—		August 23rd.	
ew ... ..	\$789	per picul.	
ld ... ..	\$841	"	
lder ... ..	\$880	"	
Old ... ..	\$900	"	
ne quality ... ..	\$700	"	

Extra fine	...	...	\$750	
1	...	...	\$810	per chest.
2	...	...	—	
3	...	...	\$605	
4	...	...	—	

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HONGKONG TIDE TABLE.

From August 24th to 30th, 1907.

H. WATER.		LOW WATER.	
Hongkong Mean Time.	Height	Hongkong Mean Time.	Height.
h. m. 9 44	ft. in. 7 9	h. m. 12 51	ft. in. 0

17 58 a	5 4		4 41 a	0 38
10 31 a	5 7	m	3 3	0 37
11 27 a	5 4		0 0 a	2 1
11 19 a	7 3	m	4 27 a	2 1
11 07 a	5 4		3 34 a	2 1
0. 2. 2 a	6 7	m	11	2 5
				6
0 25 a	5 0		6 8 a	2 1
0 43 a	6 0	m	5 8	2 6
1 2 a	5 6		5 35 a	2 2
1 44 a	5 3	m	6 56 a	2 9
1 89 a	5 5		7 3	3 1



## THE GREAT MOTOR-RUN.

SOME SMART REPAIRS.

The following from the *Daily Telegraph's* Special Correspondent is interesting. It was three o'clock when descending the valley of the River Kazan, we perceived towards the west, now grown serene after a long spell of rain, the shining waters of the Volga, and, rising from the luminous mist, the profile of a great town. Kazan, at last! We are a day behind our anticipated time. It has taken us three long, fatiguing days to travel the 380 miles from Perm. The journey was full of emotions and difficulties. At a certain point, indeed, we feared that it would be impossible to continue. Just when, having entered Europe, we thought that we had turned our minds back to the worst parts of the Siberian journey in order to find a parallel for this portion. On Sunday morning we were scarcely an hour away from Perm when a violent storm broke. We were traversing a vast pine forest, the tree-tops seeming to touch the dark sky. Thunder roared incessantly, and the rain fell with the violence of a calamity, inundating everything. The road being flooded, we had to reduce our speed to a walking pace, and it was impossible to guide the horses, which slipped constantly in the mud. Sometimes it went sideways, then turned right round and seemed to have become restive. It displayed all the disobedience of a capricious horse. The storm continued for four hours, and by nine o'clock we had nearly gone fifty yards. We reached the ferry of the River Kazan, which we crossed in a boat. Then the rain stopped, and we tried to get up speed again, but it was impossible owing to the mud. Thus we traversed another twenty-five yards, sometimes downhill. Now and again, when we tried to put on a spur, the wheels raced in the mud, and the car stopped. At ten o'clock the weather cleared, and we rejoiced. The road improved, but suddenly we heard a creaking in the left back wheel, and a few yards farther there was a crash. I telegraphed from Perm that that wheel, having become weak, was put under a water cure at the baths. Hearing that crash we stopped, and Prince Borghese, jumping to the ground, bent down to inspect the wheel. He uttered an exclamation of doleful surprise. We asked what was the matter, and he replied: "It's all over! We can't go another yard. The spokes had, in fact, come completely away from the rim. No greater misfortune could have befallen us. We were more than 200 miles from the railway, whence we might have obtained some help. What was to be done? Our perplexity did not last long. In difficult moments Prince Borghese always displays calm, energy, and resourcefulness. He devised a temporary repair, not likely to permit a long journey, but which will certainly enable us to reach some village. The mechanician is soon at work cutting down branches from the trees, and tying them securely to the spokes. The wheel assumes the appearance of a pine-tree trunk. While the work is going on, an old monk comes along and watches us. "There is a man here," he says, "who can make you a new wheel. He is the most capable maker of sleighs and telegas in the whole district."

"Prince Borghese observed, 'Our telega is very complicated.' The old monk insists and points out the way. The maker of telegas lives six versts away. Slowly and cautiously we get the car in motion towards the place. After a few turns the wheel begins to creak and groan, and we expect to see it fall to pieces. It takes nearly an hour for us to reach the abode of the telega-maker. He answers our summons, and comes out, followed by his apprentices, all men, with patriarchal beards, long hair, red shirts, and with their sleeves turned up, displaying the arms of athletes. To our great surprise, one of them answers us in Latin. "Where did you learn it?" Prince Borghese inquired, and that wild-looking man replied gravely, "I studied it at home during the winter." Thus, partly in Russian and partly in the language of Cicero, we explain what we want. "It shall be done," the master carpenter replies. "But at once," says Prince Borghese, and the maker of telegas responds, "Very good!" So the car is taken into the courtyard, which is full of carriage bodies and sleighs, the wheel is dismantled, and a few moments afterwards the yard resounds to the blows of axes. No other tool is used than the axe, managed with marvellous dexterity. Soon, from great logs of pine, new spokes are fashioned, the chips flying from the axes like sparks from an anvil. The workmen cut with their hands, not stopping to take exact measurements. They fashion the spokes to the sixteenth of an inch, but as though they were constructing a raft. For seven hours the work lasts, and finally the wheel is carried into the dark forge, where, with red-hot irons, holes are made for the screws which fix on the drum of the brake. When all is completed the bearded workmen smile with satisfaction and wipe the perspiration from their calico brows. The new spokes are not elegant. They are thick and rough, but they will withstand any shock. At half past six o'clock the evening work is done. The car, and the workers, mounting "Good-bye," stretch out their brave, honey hands, which wave heartily. "Salvo!" cries the Latinist. We watch our saviours waving their hats until the trees hide them from us. Perhaps they feel that a little of their will, of their intelligence, of their strength, is now pushing us towards our goal. The roads have dried, and we are able to drive at twenty miles an hour. We wanted to get on as fast as the light lasted. Unluckily, the white as Siberian nights are ended for us, and at nine the twilight dies. Reaching a village we decide to stop there. Many inns are already shut, and the inhabitants asleep. A face appears at a window, and looks at us with fear and dread. We see two youths on the road, and stop the car. Prince Borghese interrogates them, but they are in terror, making the sign of the cross. Doubtless, they had taken us for devils, and perhaps the fact we were wearing headlamps. Then, on the threshold of a house, we see some women. We greet them. They greet us enthusiastically, they shall soon be diabolical. The women run into the house, shrieking with fear, and close the door. We try knocking at a house which has a well-to-do appearance, hoping for a better reception, but there is no response. We hear heavy steps inside and the sound of bolts being drawn. We are hungry. The rain had mud had destroyed our food. We are tired, sleepy. How are we to conquer this fear, which, perhaps one of the most self-defeating of dangers, and which has been an element of danger, because a mobster might think he was being attacked, and might shoot at us, thinking he was firing at the devil? That would be a meritorious work. In a short while is awake and spying on the mysterious mob. Prince Borghese reaches into his pocket and pulls out a loud voice that the automobile is "This," he says, "is a machine—similar to the boat on the Kama. Come and see it. It works by petrol." So, some of the more daring approach and make a circle round the finally perambulating themselves that we are men of flesh and blood. Two persons heroically accept our invitation

to mount on the car. They go a little journey and become enthusiastic, so that they are not willing to get down again. Then more ask for a drive, and the Pope comes up and expresses a desire to be taken, to-morrow, as far as the next village. The ice is broken, and we are soon all good friends. The barrel house is open to us, and we are received as guests. They offer us tea, eggs, milk, bread, and butter. Having satisfied our hunger we go to sleep on the floor, a thing to which we are now quite accustomed, for it is only on rare occasions, in big towns, that we have slept in a bed. Yesterday morning at four o'clock we started on our journey again, across the unchangeable landscape of great forests, followed by cultivated fields. On a small boat we crossed the River Uchui, then another slightly larger, the Vals, both confidants of the Kama, which boats descend as far as the Volga. Fortunately the rivers carry off most of the water from the land. The road is very bad, and we have to proceed slowly. Often we fear that the springs will not bear the strain. Traversing an automobile across a ploughed field, with the prospect of continuing for hundreds of miles under the same conditions. Our average speed is eight miles an hour. The body of the car begins to creak and shake as though it is about to fall to pieces. Every now and again we have to dismount and tighten screws. We replace the support of a spring which had been shaken off and lost on the road. Night surprises us in the middle of the forest, but we succeed in gaining the village of Melai, where we are hospitably lodged in the post-office. Awake at this morning by the postman, we are harnessing a tarantula, we start off once more. The landscape changes, but alas! there is no change in the road, which, after we have passed Malga, on the river Vols, becomes worse than ever. We resign ourselves to slow progress, preferring to drive along the grass. However, soon we are encouraged by the sight of cultivated fields, and emerging from the shade of the forest see Europe once again. It is around from the green earth Tartar and Christian villages arise, and minarets and delicate towers, crescents and crosses, all mingled in the peace of the fields. These villages, which have been preserved for ages. We are surprised as by the vision of past epochs. The picturesque habitations of ancient Russia are no longer worn where the people have come into violent contact with modern progress; but they can be seen far from the railway. Twenty-four versts from Kazan we have a pleasant surprise—a well-made, well-rolled European road, white and perfect. It is the first real road we have seen since we left Peking.

## ON PAYING CALLS.

Some time ago, we took occasion to notice the League for Calling by Post which was alleged to have been established by the marquis at St. Simla. A Poona correspondent, the subject of calling, generally, in announcing the formation of a similar league at Poona. Many subjects of similar farces and social fables have been touched and adorned by the pen of Sir W. S. Gilbert, and all our readers will remember the Bab Jallah conveying the pathetic tale of two Englishmen, wrecked upon a desert island, who had not previously been introduced to each other. We in Singapore emulate the good folk of Simla and Poona in endeavouring to outshine the two Gilbertian Cruisers in ennobling absurdity. Every griffin can tell of golden hours and ill-spent dollars spent in jolting in the spring, and less giddy, signifying behind a weak and much-laden Balaak pony, over the vast spaces of the most inconvenient and ill-arranged residential quarter in the world. We have a been the victims of this senseless pilgrimage, undertaken under the spur of a mistaken sense of duty and the adoration of seniors who ought to have known better. We have all discovered how stale and unprofitable it is. Our own firm, our own connections, our own games or social graces or accomplishments will sooner or later make for us an over-riding and a more or less permanent acquaintance, but ripple of grass and never bring us into contact or even bowing distance of a large proportion of the people we have called upon. The older ones know that the silly boxes are not even used for collecting parties. Conscientious people return the call and forget the caller, if unaccompanied by some special circumstance. In charity, if we are to have no change of system, will not some kind person start the fad of visiting-card-collecting? Then will the griffin bachelor have the satisfaction of feeling that he has not been cheated by well-meaning friends into a wholly wasted expenditure of time, temper, giddy hire and pocket-board.

We have spoken from the standpoint of the newly-arrived bachelor in sadly preponderant majority in our midst. Let not, therefore, our logic be mistaken for lack of chivalry! The ladies (bless their dear hearts) will thank us some day with moisture in those beautiful eyes which are the proud possession of all Singapore femininity, if we succeed in freeing them from the tyranny of having to waste precious afternoons over dealing cards to such unprofitable ends. At the end of a postman's journey will be kept at distance more aloof than at the end of a postman's journey. The dinner-gill posted to Mrs. Joskins can include a compliment on the frock she wore at the Races, an amusez-vous, it may be, but but inexpensive and so to confer pleasure. The nice people one wants to meet and know, be sure there will always be many opportunities of knowing; and if it be an old friend, the Oriental Telephone Company will afford its readiest service to arrange a game of golf or tennis or croquet, it may be a tiffin, a dinner or an afternoon at home. Sir Patrick Macnab, reporting on our Colony, once spoke of its "truly dreadful climate." His opinion is quoted with unctious by Civil Servants asking for leave or memorialising for more pay. We do not believe him, not very much, any way—if the expression be permissible. We feel we know better. But we take care in most things to shelter behind his opinion and those of others like him, and in recompense for having to live under such dreadful conditions, we allow ourselves indulgences which would perhaps be shocked us in the anxiety of an English home. We dress the part and we act the part of tropical martians. Our hours of work and play, our salaries, our holidays are arranged upon the basis of this exaggeration. The style of living, and the list of luxuries we insist upon stamp our little community as perhaps one of the most self-indulgent in the world. We have other little shibboleths, other oaths, it is true of which the commonest, perhaps, is the Exquisite of the White Man; but our climate is our ministry and our ever-present, almighty excuse. There are many absurdities of formality or convention we "can't" tag to observe. Surely this is the most futile of them all! O, Singapore friends, every one of you a smart set in herself, whose pride is her independence—and common sense—bend not beneath the tyranny of this pot of post-board etiquette, refuse to undergo this "trivial" tag of all, and earn the gratitude of all your devoted admirers of the stupid sex.—*Strait Times*.

## HONGKONG &amp; JAPANESE SUGAR.

A Japanese contemporary, says the *Hankow News*, finds a not-able falling off in the export of sugar from Japan this year. Our contemporary remarks that the largest market for Japanese sugar is abroad is the Yangtze valley, Manchuria, and Korea. The Hongkong Sugar Refining Company was hard pressed by the Japanese sugar in China, and has been closely affected since last year. Seeing this the Hongkong Co. reduced the price of sugar from 6.45 taels in the summer last year. This had little effect, and the price was further reduced to 5.75 taels, without effect. On the other hand the export of Japanese sugar swelled to an unparalleled extent, the stock of Hongkong sugar at Shanghai this year amounting to 10,000,000 bags, at one time. Surprised at this state of affairs, the Hongkong Co. has lowered its price several times since March last, and now it is selling at 5.1 taels and has at last succeeded in beating Japanese sugar.

In January the Daiichi Sugar Refining Company shipped to Shanghai 22,219 piculs. The figures fell off to 1,350 piculs in February, and none at all was shipped in March. In April shipment amounted to only 2,025 piculs, and in May 3,430 piculs. The Daiichi Sugar Refining Company stopped shipments entirely until May, when it shipped 3,470 piculs. The following figures show the export of sugar to China, Manchuria, and Korea during the first five months of this year.

	Daiichi	Refining Co. piculs	Tokyo	Refining Co. piculs	Osaka	Refining Co. piculs
January	22,219	2,569	4,579			
February	7,755	45,148	3,600			
March	8,810	6,830	1,400			
April	7,148	4,840	3,900			
May	8,075		2,892			

The export during the above five months was not more than 132,000 piculs, remarkable falling-off as compared with corresponding period of last year.

On the other hand, Hongkong sugar has been selling rapidly. The stock at Shanghai, which at one time amounted to 130,000 bags is now reduced to only 30,000 bags. When this fact is taken into consideration, the depression of the export of Japanese sugar to China cannot be attributed to the depression of trade in the Yangtze valley in consequence of the famine. Japanese sugar, it must be confessed, has been ousted by Hongkong sugar.

The sugar exporters, however, are optimistic. They maintain that there are signs of trade revival in China in view of the promising crops this year.

## BRITISH ENTERPRISE BEYOND THE SEAS.

A special Commissioner of the London "Daily Mail," recently paid a surprise visit to the vast Lemco and Oxo factories and cattle ranches in the River Plate. Our readers will probably know that the Lemco and Oxo Companies own over a million acres of ranches, carrying some of the finest pedigree stock in the world, including a number of Hereford bulls and heifers from His Majesty the King's farms at Windsor, but what interested us most was the account of the minute attention which is paid to detail in the manufacture of these two well-known foods. After describing the cooling and chopping of the meat, the paper goes on to say that "from the chopping machines it emerges into porcelain-lined receptacles, whence it is fed to the extruding apparatus. Here it joins an equal weight of pure filtered water. These extruding machines are constantly agitated at a temperature determined by the chemist, with his assistants, is always at work. When completed the liquid is drawn off into tanks, where it is allowed to settle so that every atom of fat may be drawn off. When the proper consistency is reached it is again drawn through filters into the square 100lb. tins ready to receive it, it solidifies as it cools, is then sampled, the tins are sealed up, and it is, when boxed, ready for shipment as 'Extraction Carné,' or 'Lemco'—viz., 'Lemco's' 'Extraction of Beef,' as, indeed, it is. It contains no ingredients not derived from the beef itself, and it will keep good for ever. It has been untouched by human hands since the large pieces were dropped upon the revolving knives. One is struck by the perfect system that pervades these vast factories—nothing is left to chance. Every utensil, from the enormous evaporators to the smallest pan, is spotlessly clean. Cleanliness is the rule everywhere, and it can be enforced much more easily here than in an ordinary kitchen.

## MAKING OXO.

Oxo is made with the same scrupulous care. It consists of a combination of the best meat extract and Oxo fibres. The latter is specially prepared from selected beef and reduced to a powder finer than the finest flour, many pounds of prime lean beef being required to produce each pound of fibre.

## A GIRL JOCKEY.

SHE WINS A QUARTER-MILE RACE IN AMERICA.

A counterpart in real life to the heroism of romance who steers a horse to victory has been found in the thirteen-year-old daughter of a doctor, who rode her horse, Black Mareen, in a quarter-mile race at Joplin, Missouri, this month. She is thoroughly girlish, the strenuous pastimes indulged in by masculine-minded young women never having appealed to her, and it was with much astonishment that it was learned that she herself would ride her horse. It is said that her father did not oppose her, and has permitted her to spend most of her time for the past few weeks at the track, looking after Black Mareen and trying him out daily in the early morning. The event in which Black Mareen was entered was first on the card, and when the horses lined up at the barrier—scratches had reduced them to three. Miss Tyler appeared attired in blue bloomers, boots, blouse, and blue cap, her long hair flying loosely. In the confusion of jockeying for the get-away she handled her mount like a veteran, and when the small bunch was finally off she cleverly reined Black Mareen to the fence, whose advantageous position she held throughout the contest.

Never, says the "New York World," was there a trace of fear or nervousness. Like one trained, she dropped, when her horse bounded forward, down upon the animal's neck, and plied whip and spur the entire distance, as the men riders furiously drove to overcome the lead she had taken from the start. The girl's light brown hair, falling to her waist, streamed backward, snapping in the breeze. There was no faltering, and she held a steady, stiff, upright position, riding for time and not for first place in the race. When the time was announced it was seen that she had done the quarter in 24 seconds. Interviewed after the race, Miss Tyler said: "Will I win? You bet I'll win. I'm just aching for the bugle, Black Mareen loves me, and will do to-day."

## EXECUTING A WOMAN IN CHINA.

The execution of a woman at Shaohing near Hangchow, to which reference has already been made, is thus described by the Hangchow correspondent of the *Shanhai Mercury* under date July 24th:—

There has been a good deal of excitement in this city over the execution of the woman in Shaohing, which is only about thirty miles distant, and an extra was issued by the local daily paper of that city, of which I send you a translation.

At three o'clock on the morning of the fifth instant Chin Chin was beheaded at Hsianlin Kow. She was led to the execution grounds under the guard of the major of the Shin-in district, with the drilled soldiers from the provincial capital and the local police of the Shin-in and the Kwe-Ki districts. At the time of her execution she wore an inner vest of white, with upper garment, and trousers of black gauze. On her feet were foreign shoes. Her hands were pinioned behind her back with iron cuffs and chains. As she came out of the gate of the Shin-in Yamen and crossed the road she was led by an iron chain, while several bound pushed her forward. She was especially guarded by the Hsianlin commander of Shaohing and his trained guards. On reaching Hsianlin Kow, she knelt facing the north, and the moment of death having come, she lifted her head and looked around, then, with her eyes fixed on the ground, she suffered the penalty. Early on the sixth, the Union Benevolence Guild brought a coffin and placed her in it. The Tong-pu villagers, hearing that the trained soldiers from the provincial capital were coming, said they were coming to loot the vill. ga. and scattered in directions. The district magistrate has now put out a proclamation ordering them to return at once, and assuring them that they will not be molested.

The gates of Hangchow city have been closing about sunset during the excitement, and additional guards surround the governor's quarters. It is reported that many rich families are fleeing the city. The people to whom I have talked condemn the execution of the woman.

## KIND REMARKS.

Some flattering opinions of British colonial policy have been expressed by Mr. Richard Harding Davis, the American novelist, who has been travelling in the Congo Free State with a view to ascertaining the actual state of affairs there. Writing from Boma, Congo Free State, to *Collier's Weekly*, Mr. Davis says: "Here the tip has been given out from those higher up at Brussels to 'close up' the atrocities. And after one has talked with the men and women here who have seen the atrocities, and has seen that those accused in the official reports of the atrocities do not deny having committed them, but point out that they were merely obeying orders, and after one has seen that even at the capital, Boma, all the conditions of slavery exist, one is assured that in the jungle, away from the sight of men, all things are possible." "Personally (adds Mr. Davis), though it is looking some way ahead, I would like to see the English take over and administer the Congo. Wherever I visit a colony governed by Englishmen I find under their administration, in spite of opium in China and gin on the West Coast, that the people are benefited; the Englishman, the native and the foreigner, learn from any other part of the world, of the colonies of what other country can one say the same?"

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**AVERAGE MARKET PRICES.**

August 18th, 1897

The Prices are given in Dollar Cents.

**BUTCHER MEAT.**

肉類雜貨	Mei Lung Pa Yuk—Beef, sirloin	lb.	20
	& prime-cut	lb.	20
肉牛腩	Ham Ngau Yuk—Corned Beef	lb.	20
肉牛腩	Shiu Ngau Yuk—Corned Beef	lb.	20
肉牛腩	Ngau Lok—Breast of Beef	lb.	15
肉牛腩	Tong Yuk—Beef for soup	lb.	15
肉牛腩	Ngau Yok Pa—Beef Steak	lb.	15
肉牛腩	Ngau Yok Ch'ong—Sausages	lb.	15
肉牛腩	Ngau No—Bullock's Brains per set	lb.	1
肉牛腩	Ngau Lok—Beef Steak Sirloin	lb.	1
肉牛腩	Ngau Lo—Bullock's Tongue, fresh	each	50
有牛腩	Ham Ngau Lo—do do	each	50
頭牛腩	Ngau Tai—Bullock's Head	lb.	80
頭牛腩	Ngau Sui—do do Heart	lb.	12
頭牛腩	Ham Ngau Tai—Beef Hump,	each	20
	salt	each	20
頭牛腩	Ngau Kok—Bullock's Feet	each	10
頭牛腩	Ngau Iu—Bullock's Kidney	each	10
頭牛腩	Ngau Mei—Bullock's Tail	lb.	17
頭牛腩	Ngau Kon—Bullock's Liver	lb.	12
頭牛腩	Ngau To—Bullock's Tripe,	undressed	7
頭牛腩	Ngau Tani Tau Kok—Calves,	undressed	7
頭牛腩	and Feet	undressed	7
香腸半	Yong Pui Kwai—Mutton Chop lb.	set	10
半羊	Yong Pa—Lard of Mutton	lb.	30

心羊	Yong Sam—Sheep's Heart ...	lb.	0
腰羊	Yong Lu—Sheep's Kidneys ...	"	10
肝羊	Yong Kon—Sheep's Liver ...	"	24
蹄猪	Chu Kik—Pigs' Feet .....	"	12
腦猪	Chu No—Pig Brains .....	per set	2
蹄猪	Chu Tsap—Pigs' Fry .....	lb	12
頭猪	Cha T'au—Pigs' Heads .....	"	12

青洲豬	Chai P'ai Kwat—Pork Chop	21
心脾豬	Khi Sam—Pig's Heart	each
心肝	Khi Kun—Pig's Liver	lb. 28
野豬	Ohn Tsai—Sucking Pigs (to order)	"
油牛生	Shang Niu—Beef Suet	"
牛生	Shang Yung Yau—Mutton Suet	"
仔牛	Ngau Tsai—Veal	"
黑豬牛	Ngau Lap Ch'ang—Beef Sausages	23
豬腩牛	Ngau Lap Ch'ing—Veal	" 23

POULTRY.

仔雞	Kai Tsai—Chicken	" 32
雄雞	Sia Kai—Capone	" 32
雌雞	An Kai—Doves	each 15
鴨水鴨	Sing Sing Shoi Ap—Wild Duck	" 16
	Ap—Duck	" 17
蛋雞	Kai Tan—Hens, Eggs	" 17
	Kai—Fowls, Canton	lb. 34
鳳凰雞	Hoi Nam Kai—Fowls, Hainan	" 34
	Ngao—Geese	" 21
地野海上	Sheng Hoi Ya Nguo—Geese, Wild	" 21
	Shanghai	pair
鴨白	Pak Pok—Eggs	Canton each 25
鵝	Om Chan—Quail	" 20
鵝	Shan Tsai—Hare	" 20
仔鵝	Shan Kai—Pheasant	" 20

鶯花雀	Woa Tsai Tsang—Rice Birds ...	doz
鸚鵡	Go Tooi—Snipe .....	each
鸚鵡	Go Tsai Kung—Turkeys .....	doz
公火雞	Foa Kai Moo—Turkeys, Cook	lb. 40
火雞	Foa Kai Moo—Turkeys, Hou	.. 45
FISH.		
魚鰱	Kai Yü—Barbel .....	12
魚	Pün Yü—Bream .....	14
魚水浸	Tsun Shên Yü—Canton Fresh-	.. 15
	watered .....	18
魚鮒	Lo Qü—Carp .....	19
魚	Ch'ek Yü—Mud Fish .....	21
魚鰱	Man Yü—Coddash .....	14
魚	Hai—Crabs .....	16
魚	Mak Yü—Cuttle Fish .....	13
魚	Mak Yü—Mud Fish .....	11
魚	Wong Mei Lun—Dooz .....	1
沙田魚	Toi Tsí Shá—Dog Fish .....	9
時魚	Hoi Sin—Eels, Conger .....	14
	Tsin Shui Sin—Eels, Fresh	.. 15
	water .....	14
	Wong San—Goa, Yellow	.. 28
鰱魚	L'ün Kai—Frogs .....	40
斑石	Sh'ak Pan—Garoupa .....	52

	Tso Pak Yu—Herrings	20
	Haidbut	24
魚花	Long Fong Yu—Labrus	18
魚	Hau Lau—Cobies	13
魚	Shi Yu—Mackerel	18
	Loach	25
魚	Chai Yu—Mudlot	23
魚	Mong Yu—Monk Fish	lb. 21
魚	Maak Oysters	23
魚	Kau Kung—Parrot Fish	14
魚	Tau Lou—Perch	13
魚	Hau Tsz Yu—Pike	19
魚	P'a Po Ton—Plaice	14
魚	Ma Chong—Pomfret, White	32
魚	Ma Chong—Black	22
魚	Hing Hei—Aurora	48
魚	Pi Pa Sa—Ray	19
魚	Kik Kau Kung—Rock Fish	19
魚	Ch'un Yu—Roach	26
魚	Sha Yu—Shark	6
魚	Ma Yu Yu—Almon, Canton	32
魚	Shu Yu—Almon, Fresh Water	32
魚	Hei Shrimps	24
魚	P'o Yu—Scate	14

魚身油	Tat Sa Yu—Soles.....	26
魚鮓	Wan Yu—Tench.....	18
魚頭	Tao Hau Yu—Turbot.....	20
魚肚	Kok Yu—Turtles, a small, fresh-water.....	65
魚白	Pak Bit Yu—White Bait.....	71
FACETS.		
仁杏	Hong Yan—Almonds.....	19
平山金	Kam Shan Ping Ko—Apples, California.....	22
平山金	Tai Tsun Pin Ko—Apples, C'ntoo.....	12
梨油	Hoi Chai—Apples, small, Ch'ntoo.....	9
夜木	Fan Chi—Apples, Custard.....	—
夜木	Macao.....	each —
	Yat Fun Ping Ko—Apples, Japanese.....	lb. —
寶香城	Shang Sheg Heung Tsui—Bananas, fragrant, Canton.....	3
寶香山	Shang Heung Tsui—Bananas, brides, Macao.....	4
桃樹	Yung Tsui—Carambola.....	8
	Fung Nut.....	—

平	Pó Tai Tsai—Grapes.....	each 10
子	Pin Ming—Lemons, Chinese.....	8
椰	Kam Shuang Lingmon—Lemon, q.	
	American.....	each 4
核	Lai Chi—Lichees, Fresh.....	1st q. 10
	.....	2nd „ 1
乾	Lai Chi Kon—Litchies, Small.....	1 lb.
梨	Ning Mong—Limes, Saigon.....	8
芒	Loi Shuang Mong—Mango, Manila	
芒	On Nam Mong—Mango, Saigon.....	8
子	Shan Chau Tsai—Mangosteens,	
干	per 100.....	1st
子	Yong Sui Kuei.....	1 lb.
	American.....	per lb.
瓜	Sai Kwá—Water Melons China 1b.	3
成	Hong Kwá—Musik Melon	
	American.....	each
	Pawpaw Fruit, American.....	each
子	Mangos.....	15 10
	Papaya 1st.....	15 10
	.....	2nd „ 8
瓜	Pak Lam—Olives.....	—
橙	Chang—Oranges, Am., Sweet.....	12
瓜	Chiu Chau Chang—Oranges.....	—
瓜	Swatow.....	—
瓜	Chang—Oranges.....	—
絲	Chu Ss Kat.....	Small
甜	Tim Kat.....	Mandarin
生	Fa Shang—Peanuts.....	10

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Hongkong, 18th May, 1904.

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